

DIRECTOR'S NOTICE

Subject:	Restrictions on the use of APU's and GPU's at Stansted	DN/	12/03
Date of Issue	27th March 2003		

It is the responsibility of all employers to ensure that relevant DN's are brought to the attention of their staff. However, individuals remain responsible for their own actions and those who are in any doubt should consult their Supervisor or Manager.

THIS NOTICE COMES INTO FORCE ON 10/04/03

1. INTRODUCTION

1.1 Environmental considerations

- 1.1.1 Stansted Airport Limited (STAL) has a statutory duty to protect the surrounding community from noise generated by aircraft operations and equipment on the ground. It is therefore incumbent on all agencies to adhere to the policies and procedures outlined in this Notice.
- 1.1.2 Operators are required to minimise aircraft noise and related emissions by limiting the use of 'Auxiliary Power Units' (APU's), and Ground Power Units (GPU's) whilst on stand, in accordance with the restrictions outlined in this Notice. Environmentally friendly Fixed Electrical Ground Power (FEGP) is provided on all permanent south side stands at Stansted.
- 1.1.3 Operators attention is also drawn to guidance contained within HSE document (HSG209) 'Aircraft Turnround', relating specifically to the minimisation of the use of APU's and GPU's by aircraft on the ground. This document can be obtained from the HSE at <http://www.hsebooks.co.uk>.
- 1.1.4 Further guidance and advice on best practice in relation to the minimisation of APU's and GPU's is contained within the revised CAA document 'CAP642 Airside Safety Management', in particular, Chapter 2, Section 11, Page 29 'Noise', available from the CAA website at <http://www.caa.co.uk/publications/publicationdetails.asp?id=139>

1.2 Scope

- 1.2.1 This Notice sets out the circumstances under which GPU's and APU's may be run and details the restrictions on use. It should be read in conjunction with the current DN 'Aircraft Fixed Electrical Ground Power System' that details the operating procedures for the FEGP at Stansted.

2. Definitions

2.1 For the purpose of this Notice the following terms are defined:

Ground Power Unit (GPU) – Diesel powered mobile generator for providing aircraft power on stand

Auxiliary Power Unit (APU) – Internal aircraft engine, usually tail mounted, for powering aircraft systems including hydraulics & air for engine start and cabin conditioning.

Fixed Electrical Ground Power (FEGP) – Ground based system of electrical power on all permanent south side stands capable of providing electricity for aircraft systems at 115/200 volts 400HZ. Separate transformers are available for aircraft requiring 28 volts.

2.2 All times referred to in this notice are LOCAL.

3. Use of Auxiliary Power Units and Ground Power Units

3.1 Procedures for the use of APU's at Stansted Airport

3.1.1 The APU is not to be used as a substitute where FEGP is adequately provided and serviceable.

3.1.2 Except in emergency or non-availability of FEGP **no** APU's shall be operated between the hours of 2330-0600hrs, local time, on aircraft stands other than immediately prior to 'push back and start', or on arrival whilst awaiting connection of FEGP, unless prior permission has been received from Airfield Operations on ext. 2478.

3.1.3 For departing aircraft (06:00 – 23:30) the APU is **not** to be started until 10 minutes prior to 'push back and start'. Exceptions may apply as indicated in 3.1.5.

3.1.4 For arriving aircraft, the handling agents should connect FEGP immediately. The main engines, and APU if started, should then be shut down. **The APU is not to be used unless the stand that the aircraft is parking on is not equipped with FEGP or the FEGP is unserviceable.** Exceptions may apply as indicated in 3.1.5.

3.1.5 The restrictions described in 3.1.3 and 3.1.4 will be relaxed where:

- i) The outside air temperature (as promulgated by ATC) is below +5 °C or above +20 °C.
- ii) FEGP is unserviceable or not installed on the stand.
- iii) Systems that cannot be powered by FEGP require to be powered up for **maintenance purposes**, subject to prior permission being obtained from Airfield Operations on ext 2478.
- iv) An aircraft has to be positioned on a stand equipped with FEGP, in such a manner as to make use of the FEGP system impractical (typically small cargo aircraft parked side -on or nose -out on stand).
- v) An aircraft type is not compatible with the Fixed Electrical Ground Powers system at Stansted, or has a temporary technical fault preventing the use of FEGP (verification of this may be required by STAL)
- vi) An aircraft has night-stopped at Stansted (minimum ground time of 2hrs) and is operating its first departure of the day; here APU's can be run for a **maximum of 45mins** before departure subject to prior permission, where necessary, as described in 3.1.2
- vii) Where the Captain of an aircraft believes that genuine hardship to passengers will result unless the APU is run, then he/she may do so provided that Airfield Operations are contacted **before** starting on 01279662478/2585 (2478/2585 on internal phones system), (this may be done at the Captain's request by the Handling Agent). Airfield Operations will record the details for monitoring purposes and STAL may request to see a copy of the flight voyage report or other supporting evidence for the decision to run the APU. Examples where it is anticipated that this may happen include:
 - 1) Slot delays
 - 2) Wide-spread ATC disruption
 - 3) Aircraft that divert into Stansted
 - 4) Ground equipment failure
 - 5) Technical Delay

3.1.9 APU Restrictions are summarised in a matrix in Appendix A

3.2 Use of GPU's, Air Start Equipment and Air Conditioning Units

3.2.1 The use of Air Start units, Ground Power Units, Air Conditioning units or any other items of ground servicing equipment which does not conform to current EU standards for noise suppression (85 decibels dBA at 7 metres) is prohibited on any apron area at Stansted.

3.2.2 Ground Power Units must not be used at Stansted when there is serviceable FEGP available on stand.

3.2.3 Where FEGP is faulty it must be reported on 5555 immediately – failure to do this will be considered as non-compliance with this Notice (see 5.1.1).

3.2.4 Airfield Operations will monitor the use of Ground Power Units and random emission tests will be carried out. Equipment failing to meet current standards will be required to be removed from the airside area of the Airport.

4. Monitoring

- 4.1.1 Airfield Operations will take records of any operator appearing to be contravening the provisions of this Notice.
- 4.1.2 Operators found to be using GPU's or APU's outside of the conditions described above will be required to meet with STAL to discuss their contravention of this notice and the Airports' 'Conditions of Use'.

5. Fault Reporting

- 5.1.1 Where FEGP is found to be unserviceable it must be reported immediately to the STAL Engineering department on the Airport Faultline (5555). It is incumbent on operators/user to report any fault with the FEGP system and not assume that the fault has already been reported. This should be done on each occasion that a unit is found to be unserviceable unless it has clearly been marked as 'out of service' by STAL Engineering department. **Operator's failing to report a faulty FEGP unit will not be able to claim exemption as described above.**
- 5.1.2 Airfield Operations will circulate a daily list of any FEGP units that are out of service to the handling agents on the warnround.

6. Cancellation

- 6.1.1 This Notice supersedes Director's Notice 38/01, which should now be destroyed.
- 6.1.2 Any questions concerning the contents of the Instructions should be addressed to the Operations Business Manager on ext. 2588 or the Operations Environment Manager on ext. 3524. erations



Dave Powell
For and on Behalf of the Operations Director

Appendix A

APURESTRICTIONSMATRIX

Scenario	06:01 –23:29	23:30 –06:00
APUrequiredformaintenance	NotifyAirfieldOPS2478	NotifyAirfieldOPS2478
APURequiredforCabin conditioning/enginestart – normalturnaround	PermittedatSTD – 10mins, <u>NONotification required</u>	Permittedonlyimmediatelyprior topushandst art. <u>NO Notificationrequired</u>
APURequiredforCabin conditioning/enginestart – firstdepartureafternightstop (atleast2hrs)	PermittedatSTD –45, <u>NONotificationrequired</u>	NotifyAirfieldOPS2478
AirTempabove+20 °Corbelow +5°C	Permitted, <u>NO Notificationrequired</u>	NotifyAirfieldOPS2478
FEGPNotInstalled	Permitted, <u>NO Notificationrequired</u>	NotifyAirfieldOPS2478
FEGPU/S	NotifyAirfieldOPS2478	NotifyAirfieldOPS2478
CaptainbelievesAPUrunning necessarytoavoidpassenger hardship.	NotifyAirfieldOPS2478	NotifyAirfieldOPS2478
Aircraftnotcompatiblewith FEGP	Permitted, <u>NO Notificationrequired</u>	NotifyAirfieldOPS2478
FEGPCannotbeuseddue aircraftparkingposition	Permitted, <u>NO Notificationrequired</u>	NotifyAirfieldOPS2478
APURequiredforanyother reason	NotifyAirfieldOPS2478	NotifyAirfieldOPS2478

FEGPFaults:tel.5555

AirfieldOperations:0127966(2478)/(2585)